DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

A00009CH
Revision 18
Cirrus Design Corporation
SR20
SR22
SR22T
December 29, 2011

TYPE CERTIFICATE DATA SHEET NO. A00009CH

This data sheet, which is part of Type Certificate No. A00009CH, prescribes conditions and limitations under which the product for the which type certificate was issued meets the airworthiness requirements of the Federal Aviation Regulations.

Type Certificate Holder: Cirrus Design Corporation
4515 Taylor Circle
Duluth, MN 55811

I - Model SR20, (Normal Category), Approved October 23, 1998

Engine	Teledyne Continental IO-360-ES, Type Certificate Data Sheet (TCDS) E1CE	
Fuel	100/100LL minimum grade aviation gasoline	
Engine Limits	Maximum Take-off	2700 RPM (200 hp)
	Maximum Continuous Power	2700 RPM (200 hp)

Propeller and Propeller limits

1. Hartzell Propeller Inc. P/N BHC-J2YF-1BF/F7694
TCDS P37EA
Maximum Diameter: 76 inches
Minimum Diameter: 73 inches
Number of Blades: 2
Low Pitch: 14.6°+/-0.5°
High Pitch: 35.0°+/-1.0°
Not to be operated above 24 inches of manifold pressure between 1900 and 2200 RPM.
Spinner: Hartzell P/N A-2295(P) NOTE: Spinner may be painted or polished.

2. Hartzell Propeller Inc. P/N PHC-J3YF-1MF/F7392-1
TCDS P36EA
Maximum Diameter: 74 inches
Minimum Diameter: 72 inches
Number of Blades: 3
Low Pitch: 14.1°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2800 RPM
Spinner: Hartzell P/N A-2295-1P

3. Hartzell Propeller Inc. P/N PHC-J3YF-1RF/F7392-1
TCDS P36EA
Maximum Diameter: 74 inches
Minimum Diameter: 72 inches
Number of Blades: 3
Low Pitch: 13.9°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2800 RPM
Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.

Airspeed Limits

S/N 1005 thru 1147:

V_{ne}	Never Exceed Speed	200 KIAS
V_{no}	Maximum Structural Cruising Speed	165 KIAS
V_o	(2900 lbs) Operating Maneuvering Speed	135 KIAS
Vo	(2600 lbs) Operating Maneuvering Speed	126 KIAS
Vo	(2200 lbs) Operating Maneuvering Speed	116 KIAS
V_{fe}	Maximum Flap Extension Speed	100 KIAS
V_{pd}	Maximum Parachute Deployment Speed	135 KIAS

S/N 1148 thru 1877, 1879 thru 1885, and S/N 1005 thru 1147 if Cirrus Service Bulletin SB 20-01-00 is complied with:

V_{ne}	Never Exceed Speed	200 KIAS
V_{no}	Maximum Structural Cruising Speed	165 KIAS
V_o	(3000 lbs) Operating Maneuvering Speed	131 KIAS
Vo	(2600 lbs) Operating Maneuvering Speed	122 KIAS
Vo	(2300 lbs) Operating Maneuvering Speed	114 KIAS
V_{fe}	Maximum Flap Extension Speed	100 KIAS
V_{pd}	Maximum Parachute Deployment Speed	135 KIAS

S/N 1878, 1886 and subsequent:

Vne	Never Exceed Speed	200 KIAS
Vno	Maximum Structural Cruising Speed	163 KIAS
Vo	(3050 lbs) Operating Maneuvering Speed	130 KIAS
Vfe	Maximum Flap Extension Speed	104 KIAS
Vpd	Maximum Parachute Deployment Speed	133 KIAS

C.G. Range

S/N 1005 thru 1147:
Forward Limits: 138.7 inches at 2110 lbs with a straight line taper to 141.0 inches at 2694 lbs, and 143.0 inches at 2900 lbs.

Aft Limits: 144.6 inches at 2110 lbs, with straight line taper to 147.4 inches at 2570 lbs, and to 147.9 inches at 2745 lbs, and 148.2 inches at 2900 lbs.

S/N 1148 thru 1877, 1879 thru 1885, and S/N 1005 thru 1147 if Cirrus Service Bulletin SB 20-01-00 is complied with:
Forward Limits: 138.7 inches at 2110 lbs with a straight line taper to 141.0 inches at 2694 lbs, and 144.1 inches at 3000 lbs.

Aft Limits: 144.6 inches at 2110 lbs, with straight line taper to 147.4 inches at 2570 lbs, and to 148.1 inches at 2900 lbs, and 148.0 inches at 3000 lbs.

S/N 1878, 1886 and subsequent:
Forward Limits: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 140.7 inches at 3050 lbs

Aft Limits: 148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3050 lbs.

Empty Weight C.G. Range

None

Maximum Weight

S/N 1005 thru 1147:
Takeoff and Landing: 2900 lbs.

S/N 1148 thru 1877, 1879 thru 1885, and S/N 1005 thru 1147 if Cirrus Service Bulletin SB 20-01-00 is complied with:

Takeoff:	3000 lbs.
Landing:	2900 lbs.
Zero Fuel:	2900 lbs.

S/N 1878, 1886 and subsequent:
Takeoff and Landing: 3050 lbs.

Minimum Crew	One (1) Pilot		
Number of Seats	S/N 1005 thru 2126 4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum)		
	S/N 2127 and subsequent 4+1 (2 at 143.5 inches aft of datum, 2+1 at 180 inches aft of datum)		
Maximum Baggage	130 Lbs. at 208 inches		
Fuel Capacity Total:	S/N 1005 thru 1877, 1879 thru 1885 60.5 gal at 153.75 inches Usable: 56 gal (See Note 1)		
	S/N 1878, 1886 and subsequent: 58.5 gal at 154.9 inches Usable: 56 gal (See Note 1)		
Oil Capacity	8 quarts at 76.2 inches		
Maximum Operating Altitude	The aircraft is limited to 17,500 ft MSL.		
Control Surface Movements	Wing Flaps:	Up 0°± 0.5°	Down 50% 16°± 0.5° Down 100% 32°± 0.5°
	Aileron:	Up 12.5° ± 1.0°	Down 12.5° ±1.0°
	Elevator:	Up 25.0° +0°/-1.0°	Down 15° ± 1.0°
	Elevator Trim:	Up 17.0° Minimum	Down 10.5° ± 1.0°
	Rudder:	Right 20.0° ± 1.0°	Left 20.0° ± 1.0°
Additional Limitations:	Airframe life limit: 12,000 flight hours		
Design Data:	The airplane shall be manufactured in accordance with the latest FAA approved revision of "Master Drawing List", Document No. 13750, or other FAA approved data. NOTE: Document No. 12609 is the predecessor document to Document No. 13750.		
Serial Nos. Eligible	1005 and on		

II - Model SR22, Normal Category, Approved November 30, 2000

Engine	Teledyne Continental IO-550-N, Type Certificate Data Sheet E3SO	
Engine Limits	Maximum Take-off	2700 RPM (310 hp)
	Maximum Continuous Power	2700 RPM (310 hp)

Propeller and Propeller limits

1. Hartzell Propeller Inc. P/N PHC-J3YF-1RF/F7694 or F7694B
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 14.1°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.

2. McCauley Propeller Systems P/N D3A34C443/78CYA-0
TCDS P47GL McCauley
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches

Number of Blades: 3
Low Pitch: 11.8°+/-0.5° at 30” station
High Pitch: 31.5° at 30” station
No operating limitations to 2700 RPM
Spinner: McCauley D-7779-1 (Polished) or D-7779-2 (Satin)

3. Hartzell Propeller Inc. P/N PHC-J3YF-1RF/F7693DF or F7693DFB
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 13.9°+/-0.5°
High Pitch: 40.0°+/-1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N A-2295-1(P) NOTE: Spinner may be painted or polished.

4. Hartzell Propeller Inc. P/N PHC-J3YF-1N/N7605 or N7605B
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 78 inches
Number of Blades: 3
Low Pitch: 12.2°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N A-2295-11(P) NOTE: Spinner may be painted or polished.

5. Hartzell Propeller Inc. P/N PHC-J3Y1F-1N/N7605 or N7605B
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 78 inches
Number of Blades: 3
Low Pitch: 12.2°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2700 RPM when using type design throttle-propeller controls
Spinner: Hartzell P/N 102870() or A-2295-11() NOTE: () indicates various finish options.

6. MT-Propeller Entwicklung GmbH P/N MTV-9-D/198-52
TCDS P24NE MT-Propeller
Maximum Diameter: 78 inches
Minimum Diameter: 76 inches
Number of Blades: 3
Low Pitch: 12.5°+/-0.2°
High Pitch: 38.0°+/-1.0°
No operating limitations to 2700 RPM
Spinner: MT-Propeller P/N P-187 NOTE: Spinner may be painted or polished.

Airspeed Limits

Vne	Never Exceed Speed	204 KCAS
Vno	Maximum Structural Cruising Speed	180 KCAS
Vo	(3400 lbs) Operating Maneuvering	133 KIAS
Vo	(2900 lbs) Operating Maneuvering	124 KIAS
Vo	(2400 lbs) Operating Maneuvering	112 KIAS
Vfe	Maximum Flap Extension Speed	104 KIAS
Vpd	Maximum Parachute Deployment Speed	133 KIAS

C.G. Range

Forward: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 142.3 inches at 3400 lbs. (See Note 6)

Aft:148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3400 lbs.

Empty C.G. Range

None

Maximum Weight	3400 lbs
Minimum Crew	One (1) Pilot
Number of Seats	S/N 0002 thru 3827 4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum) S/N 3828 and subsequent 4+1 (2 at 143.5 inches aft of datum, 2+1 at 180 inches aft of datum)
Maximum Baggage	130 Lbs. at 208 inches
Fuel Capacity Total:	S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437 84 gallon at 154.9 inches Usable: 81 gallon (See Note 1) S/N 2334, 2420, 2438 and subsequent 94.5 gallon at 154.9 inches Usable: 92.0 gallon (See Note 1) or 58.5 gal at 154.9 inches Usable: 56 gal (See Note 1)
Oil Capacity	8 quarts at 77.1 inches
Maximum Operating Altitude	The aircraft is limited to 17,500 ft MSL.

Control Surface Movements

Wing Flaps:	Up 0°±0.5°	Down 50% 16° ± 0.5° Down 100% 32° ±0.5°
Aileron:	Up 12.5° ± 1.0°	Down 12.5° ± 1.0°
Elevator:	Up 25.0° +0°/-1.0°	Down 15° ± 1.0°
Elevator Trim:	Up 17.0° Minimum	Down 10.5° ± 1.0°
Rudder:	Right 20.0° ± 1.0°	Left 20.0° ± 1.0°

Additional Limitations:	Airframe life limit: 12,000 flight hours
Design Data:	The airplane shall be manufactured in accordance with the latest FAA approved revision of "Master Drawing List", Document No. 13750, or other FAA approved data.
Serial Nos. Eligible	0001 and on.

III - Model SR22T, Normal Category, Approved February 10, 2010

Engine	Teledyne Continental TSIO-550-K, Type Certificate Data Sheet E5SO

Engine Limits

Maximum Take-off	2500 RPM (315 hp)
Maximum Continuous Power	2500 RPM (315 hp)

Propeller and Propeller limits

Hartzell Propeller Inc. P/N PHC-J3Y1F-1N/N7605 or N7605B
TCDS P36EA Hartzell
Maximum Diameter: 78 inches
Minimum Diameter: 78 inches
Number of Blades: 3
Low Pitch: 12.2°+/-0.5°
High Pitch: 35.0°+/-1.0°
No operating limitations to 2700 RPM
Spinner: Hartzell P/N 102870() or A-2295-11() NOTE: () indicates various finish options.

Airspeed Limits

Vne	Never Exceed Speed	204 KCAS from S/L to 17,500 ft MSL

			Linearly reducing from 204 KCAS @ 17,500 ft to 173 KCAS @ 25,000 ft
	Vno	Maximum Structural Cruising Speed	180 KCAS from S/L to 17,500 ft MSL Linearly reducing from 180 KCAS @ 17,500 ft to 153 KCAS @ 25,000 ft
	Vo	(3400 lbs) Operating Maneuvering	133 KIAS
	Vo	(2900 lbs) Operating Maneuvering	124 KIAS
	Vo	(2400 lbs) Operating Maneuvering	112 KIAS
	Vfe	Maximum Flap Extension Speed	104 KIAS
	Vpd	Maximum Parachute Deployment Speed	133 KIAS

C.G. Range — Forward: 137.8 inches at 2100 lbs with a straight line taper to 139.1 inches at 2700 lbs, and to 142.3 inches at 3400 lbs. (See Note 6)

Aft:148.1 inches at 2100 lbs, with straight line to 148.1 inches at 3400 lbs.

Empty C.G. Range — None

Maximum Weight — 3400 lbs

Minimum Crew — One (1) Pilot

Number of Seats — S/N 0001 thru 0250, and 0252 thru 0267
4 (2 at 143.5 inches aft of datum, 2 at 180 inches aft of datum)

S/N 0251, 0268 and subsequent
4+1 (2 at 143.5 inches aft of datum, 2+1 at 180 inches aft of datum)

Maximum Baggage — 130 Lbs. at 208 inches

Fuel Capacity Total: — S/N 0001 and on
94.5 gallon at 154.9 inches
Usable: 92.0 gallon (See Note 1)
or
58.5 gal at 154.9 inches
Usable: 56 gal (See Note 1)

Oil Capacity — 8 quarts at 77.1 inches

Maximum Operating Altitude — The aircraft is limited to 25,000 ft MSL.

Control Surface Movements

Wing Flaps:	Up 0°±0.5°	Down 50% 16° ± 0.5° Down 100% 32° ±0.5°
Aileron:	Up 12.5° ± 1.0°	Down 12.5° ± 1.0°
Elevator:	Up 25.0° +0°/-1.0°	Down 15° ± 1.0°
Elevator Trim:	Up 17.0° Minimum	Down 10.5° ± 1.0°
Rudder:	Right 20.0° ± 1.0°	Left 20.0° ± 1.0°

Additional Limitations: — Airframe life limit: 12,000 flight hours

Design Data: — The airplane shall be manufactured in accordance with the latest FAA approved revision of "Master Drawing List", Document No. 13750, or other FAA approved data.

Serial Nos. Eligible — 0001 and on

Data Pertinent to All Models

Reference Datum — 100 inches in front of the forward face of firewall bulkhead

Leveling Means — Door sill and leveling points as defined in AFM

Certification Basis

Model SR20: 14 CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-47, except as follows:

14 CFR 23.573, 23.575, 23.611, 23.657, 23.673 through Amendment 23-48;

14 CFR 23.783, 23.785, 23.867, 23.1303, 23.1307, 23.1309, 23.1311, 23.1321, 23.1323, 23.1329, 23,1361, 23.1383, 23.1401, 23.1431, 23.1435 through Amendment 23-49;

14 CFR 23.3, 23.25, 23.143, 23.145, 23.155, 23.1325, 23.1521, 23.1543, 23.1555, 23.1559, 23.1567, 23.1583, 23.1585, 23.1589 through Amendment 23-50;

14 CFR 23.777, 23.779, 23.901, 23.907, 23.955, 23.959, 23.963, 23.965, 23.973, 23.975, 23.1041, 23.1091, 23.1093, 23.1107, 23.1121, 23.1141, 23.1143, 23.1181, 23.1191, 23.1337 through Amendment 23-51;

14 CFR 23.1305 through Amendment 23-52

Noise: 14 CFR Part 36 dated December 1, 1969 as amended by 36-1 through 36-21.

In addition to the certification basis stated above, for SR20 S/N 1423 through 1877 and SR20 serials 1879 and subsequent the certification basis is amended to include the following regulations at the amendment levels stated for the SR20 Fuselage Redesign (G2 marketing designation):

14 CFR 23.561, 23.607, 23.629 through Amendment 23-48.

14 CFR 23.853 through Amendment 23-49.

14 CFR 23.161, 23.177, 23.181, 23.201, 23.203, 23.233, 23.1581 through Amendment 23-50.

14 CFR 23.925, 23.1043, 23.1047, 23.1183 through Amendment 23-51.

14 CFR 23.901 through Amendment 23-53.

In addition to the certification basis stated in the paragraphs above, for SR20 S/N 1878, 1886 and subsequent the certification basis is amended to include the following regulations at the amendment levels stated for SR20 Wing Redesign (G3 marketing designation):

14 CFR 23.473, 23.499,23.725,23.865 through Amendment 23-48.

14 CFR 23.677, 23.723, 23.735, 23.1351, 23.1353,23.1359, 23.1365 through 23-49.

14 CFR 23.45, 23.49, 23.51, 23.53, 23.63, 23.71, 23.75, 23.77, 23.147,23.157,23.175, 23.1511, 23.1553, 23.1557 through Amendment 23-50.

For aircraft equipped with optional Garmin G1000 avionics or Garmin G1000 avionics with Garmin GFC-700 autopilot system, the certification basis, for installtion specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 2016 and subsequent),

14 CFR 23.1308 through Amendment 23-57.

Model SR22: 14 CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-53, except as follows:

14 CFR 23.301 through Amendment 42

14 CFR 23.855, 23.1326, 23.1359, not applicable

Noise: 14 CFR Part 36 dated December 1, 1969, as amended by 36-1 through 36-22

For aircraft equipped with optional Garmin G1000 avionics or Garmin G1000 avionics with Garmin GFC-700 autopilot system, the certification basis, for installation specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 2979, 2992, 3002 and subsequent),

14 CFR 23.1308 through Amendment 23-57.

For aircraft equipped for optional Flight Into Known Icing operation, the certification basis, for installation specific items only, is amended to include the following regulation at the amendment level stated: (Effective S/N 3003, 3310, 3326, 3403 and subsequent),

14 CFR 23.1326, 23.1359 through Amendment 23-49.

14 CFR 23.1308 through Amendment 23-57.

	Model SR22T: 14 CFR Part 23 of the Federal Aviation Regulations effective February 1, 1965, as amended by 23-1 through 23-59, except as follows: 14 CFR 23.301 through Amendment 42 Noise: 14 CFR Part 36 dated December 1, 1969, as amended by 36-1 through 36-28
Equivalent Level of Safety (ELOS) Findings	ACE-96-5 for 14 CFR Part 23.221 (Spinning); Refer to FAA Memorandum dated June 10, 1998 for models SR20, SR22.
	ACE-96-5A for 14 CFR Part 23.221 (Spinning); Refer to FAA Memorandum dated February 02, 2010 for model SR22T.
	ACE-01-01 for 14 CFR Part 23.1143(g) (Engine Controls) and 23.1147(b) (Mixture Controls); Refer to FAA Memorandum dated February 14, 2001 for model SR20.
	ACE-00-09 for 14 CFR Part 23.1143(g) (Engine Controls) and 23.1147(b) (Mixture Controls); Refer to FAA Memorandum dated September 11, 2000 for model SR22.
	ACE-00-09A for 14 CFR Part 23.1143(g) (Engine Controls) and 23.1147(b) (Mixture Controls); Refer to FAA Memorandum dated February 02, 2010 for model SR22T.
	ACE-08-05 for 14 CFR Part 23.777(d) (Cockpit Controls) and 23.781(b) (Cockpit control knob shape); Refer to FAA Memorandum dated April 11, 2008 for models SR20, SR22. (effective with optional Garmin G1000 avionics installation, see certification basis above).
	ACE-08-05A for 14 CFR Part 23.777(d) (Cockpit Controls) and 23.781(b) (Cockpit control knob shape); Refer to FAA Memorandum dated February 02, 2010 for model SR22T (all serials).
	ACE-09-06 for 14 CFR Section 23.1326(b)(1) (Pitot heat indication systems); for Flight Into Known Icing equipped airplanes only (Effective S/N 3003, 3310, 3326, 3403 and subsequent); Refer to FAA Memorandum dated April 20, 2009 for model SR22.
	ACE-09-06A for 14 CFR Section 23.1326(b)(1) (Pitot heat indication systems); Refer to FAA Memorandum dated February 02, 2010 for model SR22T (all serials).
	ACE-10-08 for 14 CFR Section 23.1091(b)(4) (Alternate air door override means); Refer to FAA Memorandum dated February 02, 2010 for model SR22T (all serials).
Special Conditions	23-ACE-88 for ballistic parachute, for models SR20, SR22, SR22T.
	23-134-SC for protection of systems for High Intensity Radiated Fields (HIRF), for models SR20, SR22.
	23-163-SC for inflatable restraint system. Addition to the certification basis model SR20 effective S/N 1541 and subsequent; model SR22 S/N 1500, 1520 and subsequent; model SR22T (all serials).
Exemptions	Exemption No. 9849 to regulation 23.1419(a) for Flight Into Known Icing operations only on model SR22 (Effective S/N 3003, 3310, 3326, 3403 and subsequent). Exemption allows for a higher stall speed than that required by 23.49(c) & (d) when operating in icing conditions.
	Exemption No. 9993 to regulation 23.1419(a) for Flight Into Known Icing operations only on model SR22T (Effective S/N 0001 and on). Exemption allows for a higher stall speed than that required by 23.49(c) & (d) when operating in icing conditions.
Production Basis	Production Certificate 338CE issued June 12, 2000

Equipment

The basic required equipment as prescribed in the applicable airworthiness regulations (See Certification Basis) must be installed in the airplane for airworthiness certification.

In addition to the above required equipment, the following equipment are also required:

• The latest FAA approved Revision of the “PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS DESIGN SR20”, Document No. 11934-001 for aircraft serials 1005 through 1147 with 2900 pound TOGW, Document No. 11934-002 for aircraft serials 1005 through 1147 with 3000 pound TOGW and for aircraft serials 1148 through 1267, Document No. 11934-003 for aircraft serials 1268 and subsequent, or Document No. 11934-004 for aircraft serials 2016 and subsequent.

• The latest FAA approved Revision of the “PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS DESIGN SR22”, Document No. 13772-001 for aircraft serials 0002 and subsequent, or Document No. 13772-002 for aircraft serials 2979, 2992, 3002 and subsequent.

• The latest FAA approved Revision of the “PILOT’S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL for the CIRRUS DESIGN SR22T”, Document No. 13772-003 for aircraft serials 0001 and subsequent.

Note 1. A current weight and balance report including list of equipment included in the certificated empty weight, and loading instructions when necessary must be provided for each aircraft at the time of original certification. The certificated empty weight and loading corresponding center of gravity location must include unusable fuel of:

27 lb. at (+153.8 inches) for model SR20 S/N 1005 thru 1877, 1879 thru 1885.
18 lb at (+154.9 inches) for model SR22 S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437.
15 lb at (+154.9 inches) for models SR22 S/N 2334, 2420, 2438 and subsequent; SR20 S/N 1878, 1886 and subsequent; and SR22T for S/N 0001 and subsequent.

Note 2. All placards specified in the latest FAA approved revisions of the following documents must be displayed in the airplane in the appropriate locations:

"PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR20", document numbers 11934-001, 11934-002, 11934-003 or 11934-004
“PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR22" document numbers 13772-001 or 13772-002.
"PILOT'S OPERATING HANDBOOK AND FAA APPROVED AIRPLANE FLIGHT MANUAL FOR THE CIRRUS SR22T" document number 13772-003.

Note 3. FAA approved Airworthiness Limitations are included in Section 4 of the Airplane Maintenance Manual (AMM) Document No. 12137-001 for model SR20, and 13773-001 for models SR22 and SR22T.

Note 4. Exterior colors are limited to those specified in the latest FAA accepted revision of the Airplane Maintenance Manual (AMM) Document No. 12137-001 for model SR20, and 13773-001 for models SR22 and SR22T.

Note 5. Major structural repairs must be accomplished in accordance with FAA approved Cirrus Design repair methods or other methods approved by the FAA.

Note 6. For Model SR22 S/N 0002 thru 2333, 2335 thru 2419, and 2421 thru 2437 a maximum landing weight exists along the line between 141.4 inches at 3210 lbs and 142.7 inches at 3400 lbs.

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